

Transportation Efficiency Act (ESHB 2304)

Summary of Bill as Passed by the Legislature

Part I: Blue Ribbon Commission Benchmarks are set in statute as policy goals. The Transportation Commission will develop specific performance measures.

Part II: The Washington State Department of Transportation (WSDOT) must develop an employee retention program. WSDOT may acquire construction-engineering services from private firms, when there are not a sufficient number of state employees to perform the construction.

Part II is contingent on the passage of Referendum 51.

Part III: The Apprenticeship Council must work with WSDOT to establish apprenticeship opportunities in transportation. WSDOT shall establish a human resources skills bank. The Department of Labor & Industries (L&I) shall conduct an assessment of prevailing wages currently paid for transportation labor. To conduct the study, L&I will receive \$950,000 from the Public Works Administration Account.

Part III is contingent on the passage of Referendum 51.

Part IV: Where appropriate, WSDOT programming priority processes will be based on cost-benefit analysis addressing congestion. On corridors where improvements will exceed \$100 million, WSDOT must conduct a multi-modal analysis. The WSDOT Preservation Program must require the use of cost-effective pavement surfaces.

Part IV: Transportation improvement projects must be built on the worst traffic chokepoints in the state. The WSDOT Improvement Program investments must focus on traffic congestion, location within heavily traveled corridors, and be based on cost-benefit analysis.

Part IV: Counties, Public Transportation Benefit Areas, Regional Transit Authorities and municipalities must provide to the Transportation Commission a Lowest Lifecycle Cost preservation management plan / assets inventory. Cities must provide the Transportation Commission a preservation rating on their arterial networks. The County Road Administration Board (CRAB) must develop county maintenance standards. The CRAB must review counties' maintenance plans.

The local government sections in Part IV are contingent on the passage of Referendum 51.

This information has been prepared in response to requests for information regarding Referendum 51. It is not provided as an expression for or against the referendum.